Motorcycle Journal

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Mulder Dazzles Thousands At Annual Corriganville Grand Priz

Eddie Mulder Dale Boller Photo

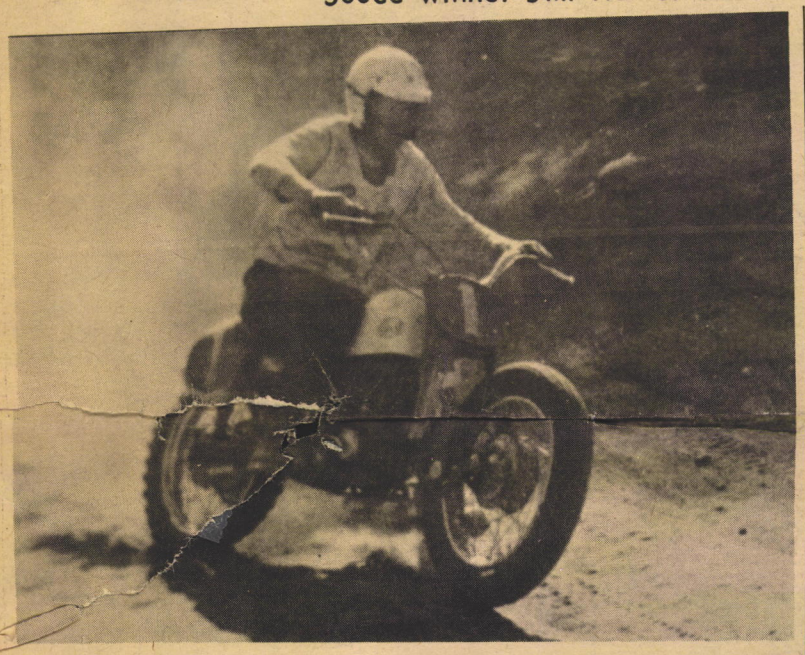
Dave Ekins Dale Boller Photo

Jim Nicholson Ted Nixon Photo

Nicholson, Darnell, Ekins, Hunter, Nelson Are Class Winners

Dale Boller Photos

500cc winner Jim Hunter and his BSA



The Champion and the Challenger

Over 500 motorcycles converged on the western movie town of Corriganville last weekend to put on a ridin', slidin', shoot-em-up show that rivaled any wild-west cowboy and Indian fight for thrills and excitement.

The scene was Corriganville, the event was the 5th Annual Corriganville Grand Prix Scrambles presented by the Dirtdiggers MC, and it was quite a show. Motorcycles of all makes and models comprised the largest AMA entry list of the year to make this year's race the bigg[illegible]t and be[illegible]

Eddie Mulder con[illegible]ed an already amazing win streak (considering the competition) by claiming the victory in the Open Expert class for the fifth straight year. Mulder's performance highlighted two days of racing action marked by fine individual performances and left little doubt in anyone's mind as to who was top gun at Corriganville.

Mulder began lapping the field on the fourth go round of the 2.5 mile course and by the time he got the yellow flag on the 14th lap he had passed everyone but second place man Bill Riley.

As Riley approached the yellow flag, his engine blew and he coasted into the pits. Had he stopped on the course and let Mulder lap him and then pushed his BSA across the finish line he would have captured second place. Under Grand Prix rules this is legal because all riders receive the checkered flag as they come to it after the leader has finished. Since Bud Ekins, running third, was 40 seconds behind, Riley would have had plenty of time to push his bike across the line.

250cc winner Russ Darnell

As it was, Ekins finished second and Riley placed near the bottom of the list. Buck Smith, Steve Lydecker and Arvil Sparks finished in that order behind Mulder and Ekins.

Mulder's performance sparkles even more when it is realized that the closest man to his blistering 3:11 lap time was Dusty Coppage at 3:26.

Action got underway early Saturday morning on a course which demanded the utmost in riding ability. It consisted of hard dirt, sand, loose dirt, asphalt, and dust, winding primarily over mountain roads with sharp turns, fast turns, esses, downhills and, high-speed straightaways. A most unusual and varied course with a slight advantage for competing desert riders, although the wins in the Expert class were divided evenly among the desert men and professional racers used to smooth track competition.

Ascot Flatracker Eddie Wirth, was the first to visit the Corriganville circle as he powered his Gilera to victory in the 50cc to 125cc combined Nov., Am., Ex. event.

Next came another fine individual performance as Jim Nicholson lapped the entire field in the 200cc class, for what was to be the first of two wins for him and three for Greeves. Steve Scott jumped to the lead and led the first lap until he crashed allowing Nicholson to pass. 'Lil Beaver' was followed by Doug Yerkes, Wayne Kizziar, Craig Cox, and Lyle Larson, all on Bultacos.

Saturday's main event, the 250cc combined Am.-Ex. race was spiced by the presence of AMA Grand National Champion Dick Mann. Mann proved to be the center of attraction as he chased Russ Darnell for the lead all day, never more than eight seconds behind. While Mann was trying to hold off Jim Nicholson who later broke down, in the early laps, Darnell built up a lead which even the Champion could not overcome. Meanwhile, Lloyd Lingelbach and Gary Conrad had pulled away from competitors to finish in that order behind Darnell and Mann. All were riding new Greeves Challengers.

Saturday's racing came to a close with the running of the

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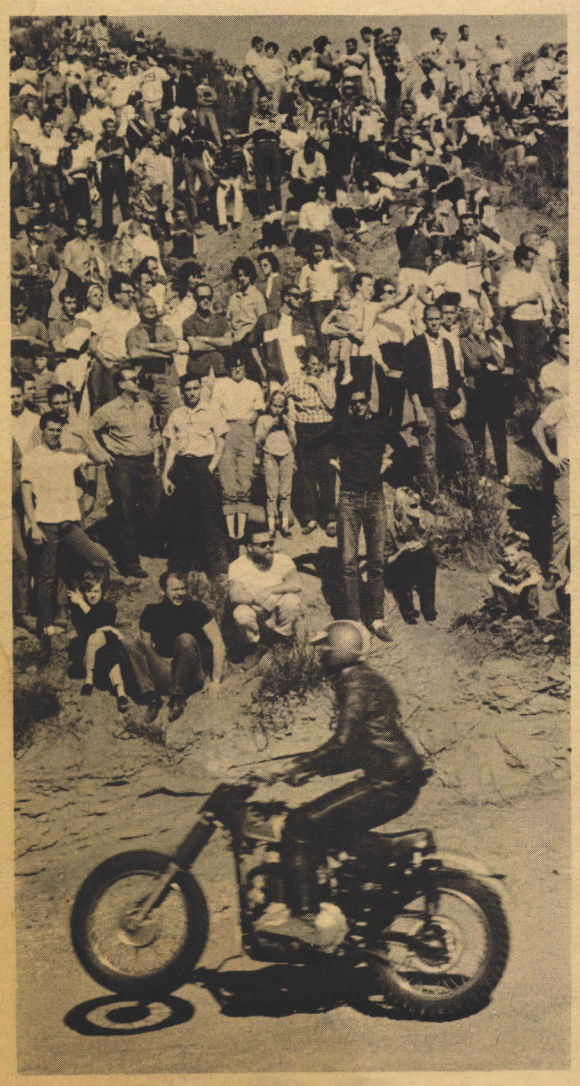
One of the many sharp turns



People were everywhere

Early in the sidehack race

Continued from Page 2

small bore Sweepstakes. Competitors are determined by the winners in each of the day's events plus the defending Champion. Jim Nicholson took the scorching three lap run for the gold in handy fashion, making it two wins for the day.

Saturday night was spent in apprehension of Sunday's events which began with the 350's. Again it was a runaway, this time for Dave Ekins who did it on a 250! Dave easily outdistanced second place man John Rice, and had the crowds shaking their heads at his flying Maico. Ekins won the same event last year on a Honda.

After four years, with three thirds and a second, Jim Hunter finally won the 500cc Expert title. When Dusty Coppage and Ron Nelson jumped into the lead and set the pace, it looked like another third for Hunter who was running in the show position. But the blistering pace of Coppage and Nelson took its toll as both dropped out with mechanical problems. Hunter finished the race in fine style, making no mistakes.

Then came that Open Expert main which still has everybody marvelling at Eddie Mulder's domination. Soon after, spectators began musing as to who would win the sweepstakes, which would pit Mulder and last year's winner Ron Nelson (rding Bud Ekins' big Triumph) against each other.

But in the meantime the sidehacks were putting on a real show which often bordered on the humerous. Especially when a siren-blowing team came whistling through the pass. Some places on the course were barely wide enough for the hacks to navigate and it was a credit to both pilots and passengers for finishing the five laps.

Later the roar of engines marked the start of the big bore Sweepstakes, but as the riders rounded the first turn, Mulder was conspicious by his absence. Ron Nelson and Jim Hunter led with Eddie nowhere in sight. As it turned out, Mulder did not ride due to mechanical difficulties. Nelson won by a comfortable margin and thus earned the right to keep the five-foot perpetual for another year.

Racing was over and the Dirt-diggers had presented another successful Grand Prix Scrambles. Only sad note of the day was the thought that this may be the last Corriganville. A Santa Monica newspaper was reported to have said that a 1000-home tract will be built in and around the western town thus destroying another of the dwindling Southern California race courses.

The hard working crew of Dirt-diggers is to be commended for an excellent job of organization and presentation. They did a fine job of track preparation, crowd control, and clean-up.

Ed Note; Official results will be published as soon as received.

Whoa Nelly!!

The thundering herd

Western scenery surrounded the course

Bill Manley

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Flat Track Riders Needed

This Sunday afternoon, the California State Short Track Championship will be held at Orange County Speedway. As has been announced previously, the championship race is also tagged the Bob Skibsted Memorial race, with the entire riders' purse to be contributed to the memorial fund.

Sunday's race will be the third attempt by the sponsors to stage the championship with the first two tries stymied by rain and/or mud conditions.

It is hoped that many top name Ascot riders will appear for this worthy cause and enter one of the many classes that run at the speedway. If the entry list carries top billing riders, no doubt the stands will hold a large number of spectators, insuring a larger contribution to the memorial fund.

There have been some rumors that a number of top riders will be there to try their skill on the JAP's. It has also been said that there will be plenty of JAP's available for Ascot riders to ride. So, it appears that it is only a matter of leading flat trackers showing up ready to ride. The machines will be available.

With the pleasant weather we have been having in the afternoons, it should be a splendid day all around.

1965 - Bigger And Better

Reports circulating throughout the motorcycle and allied industry as the end of the year draws near indicate that motorcycling in 1965 will be bigger and better than ever before.

Dealers and distributors have greatly increased their stocks, and orders for motorcycles are flooding many distributors. The general public as well as the motorcycling public evidence greater interest in the sport, and it is expected that 1965 will produce a bumper crop of newcomers to the two-wheeled world.

In early post-war years, a prediction of today's market sales would have been laughed down. Now, even the most optimistic forecast is given careful consideration, and predictions for 1965 certainly sound optimistic. Nevertheless, it is possible and feasible, and indications are that 1965 will indeed by a banner year for the sport as a whole.

A Work Of Beauty

The new catalog illustrating and describing the 1965 line of Triumph motorcycles recently distributed by Johnson Motors, Inc., Pasadena, Calif., is a work of beauty.

Responsible for the masterpiece is Mr. Don Brown, sales manager of Johnson Motors, Triumph distributors for 19 western states.

The covers are in full color and illustrate the 1965 Triumph TR6SR/Highway Trophy against an attractive United Kingdom countryside background.

Mr. Brown is to be commended for such splendid design and taste.

Roxy Rockwood

The Finish Line

Word is starting to come through, at a slow pace, as to what took place at the recent AMA meeting in Baltimore.

It is still on a catch-as-catch-can basis for some reason or another. We here in District 37 are blessed with more committeemen than any other district, but always have somewhat of a difficult time hearing what took place.

Anyway, it seems as though one of the old rules abolished is the rule against shifting gears in mile track events after a rider is once underway. The word is now that it will be permissible to down and up shift at any given time.

No rider would ever cop out to shifting, that is up until now. With the rule out the window, one and all are laughing about how many times and where they have been shifting the past seasons.

To get away with shifting in mile events, a rider had to be somewhat of a slick shifter to go undetected. At the recent Sacramento national from our perch high atop the grandstands, one rider was shifting so often, and so obviously, that we checked him four laps in a row to make sure our eyes were not playing tricks since it was taking place right in front of the thousands of people that were on hand. The officials were notified of the infraction and one comment was made by a well known figure to the effect of 'So what? They do it all the time!'

This may have prompted some action at the recent meeting in favor of the shifty shifters that have been sneaking an advantage in recent mile track nationals.

Riders state that being allowed to shift lets one run with a higher gear for the event. It also helps one get back, or stay on the groove.

Wonder what will happen at Springfield or Sacramento next year when a first-time Amateur hauls down the straightaway full bore, and then shifts down from fourth to second?

The change is probably for the best, especially in the Expert class where most of the riders have been flipping the lever for quite some time, or so it seems.

A real good change was placing a limit on the size of gas tanks for road races. The limit is now six gallons maximum. The thing got blown all the way to nine and a half gallons before the end of the present season, which was way out of line from a safety standpoint.

More than one sponsor was ready to build a tank big enough to go non-stop at Daytona next March, had not a limit been placed on size at the meeting.

The word is that there will also be rider representation at the annual meetings starting in '65. One rider from the East and one from the West will be selected from the top ten in the final national point standings to represent the competitors. How the selection will be made is not as yet known to this column and we will report on this item later. It's a good idea any way you look at it.

A note of a different color had a track in northern California billing Sammy Tanner and Neil Keen as entrants for a so called California State T. T. championship that was supposed to come off last week.

Really guys!! Tanner and Keen knew nothing about it, and neither has ridden in a T. T. event for many years.

The one thing that will ruin advance publicity the quickest is to bally-hoo riders that have no idea of entering. Lose the respect and confidence of the fans and you lose the fan. More than one promoter who has pulled this quickie in the past, is no longer in the business. The AMA should pull sanctions from groups that will knowingly pull an oldie like this.

It's easy to prove. Just ask the rider if he was ever contacted about riding the race, or if he planned on entering the event in question. Cycle racing has gained many friends the last few years, but we will lose them in a hurry with publicity like this.

It always seems as though the rider in question is a local Ascot rider of some reknown. If the rider doesn't show then the blame is usually laid to the rider, which is all wrong if he knows nothing about it.

Things like this always seem to have a way of catching up with the culprits who use this line to lure racing fans.

Back to better subjects next week!

Ascot Officials Are Honored At Victory Banquet

The men behind the scenes, the unsung heros who run the show at Gardena'a famous Ascot Speedway were justly honored at J. C. Agajanian's victory banquet Friday night, Nov. 13.

These men, who have worked in Dist. 37 as officials for as long as 22 years, are rated as the top group in the nation for racing know-how.

Following each name is the num- of years service as an AMA official.

Referee: Bert Brundage (7); Chief Scorer: Chub Kellam (7); Scorer; Alyn Brass (4); Timer Frank Christian (22); Pit Steward: Jack Blake-Hedges (8); Pit Steward: Chet Barnett (1); Starter: Red Ludford (2); Starter: Reno McElvain (3); Asst. Starter: Tony Drake (1); Asst. Starter: Larry Parsons (1); Announcer: Roxy Rockwood (8); Asst. Announcer: George Rich (5); Track Assistant: Bill Davidson (2); Tech. Inspector: A. J. Lewis (6).

Special recognition was also paid to promoter J. C. Agajanian for serving the past seven years as director of local AMA racing. It was announced that this was a record year for purses paid to the riders by Aggie with the total amounting to over $90,000.

Bible Verse

Blessed are the merciful, for they shall obtain mercy.— Matthew 5:7

The People Speak

Expectant Newcomer Discouraged At Corriganville Scrambles

Having recently moved to California, I was looking forward to seeing one of the many scrambles races that I have heard so much about in this area.

A friend of mine whom I recently met invited me to go with him to the much-publized Dirt Diggers Grand Prix that was held at Corriganville last weekend.

My friend informed me that this would be the biggest scrambles of the year and that just to be able to ride a rider must enter in advance. My friend sent in his money and was entered in the lightweight events that were run on Saturday. He was told to be ready to race at 10:30 a.m. on Saturday morning and that the heat race would be 15 laps.

I have been to quite a few haphazard type events in the East and was really looking forward to see how the 'Pro's' ran a really big event. We showed up very early Saturday morning and were more than ready to go well before the stated starting time.

About the only good thing I can say at this point is that the event was run where it was advertised, past that, it left me thinking that this is the last scrambles for me if this is an example of Southern California scrambling.

The heat race my friend was in was first cut to ten laps. Then we waited until 1:30 p.m. for the 10:30 a.m. race to start. The event was billed as a heat race but there was more than 70, yes 70, riders in this heat race.

The race was such a farce that at one point on the course the riders had to stop and wait to go one at a time up a narrow trail!!

I saw a rider on the starting line with no helmet on just minutes before starting time. An unknown rider came running up and said 'here you can borrow mine.' More than one rider rode with only a T-shirt for arm protection. There were so many spectators crossing the track at just about every point that it become hazzardous for both spectators and riders.

One spectator was hit hard by a rider with not one club member or any other type of track security in sight. One rider crashed hard and the only ambulance at the track took him to a hospital that nobody seemed to know where it was located. With the hundreds, and maybe thousands of dollars that were taken in why was there only one ambulance? When this one left, the races (?) had to be stopped for over an hour.

A rumor was also floating around during the day, that a spectator attempted to cross the track and was beaten to the ground by two members of the sponsoring club. Maybe a rumor only, but it was heard everywhere.

This type of event will hurt the scrambles sport. There were many people there that were probably viewing their first and maybe last scrambles race.

In doing a little checking I was informed that it takes little or no effort for a club to obtain a sanction to run a mess such as this.

Was the Corriganville scrambles really an example of sportsmen racing in Southern California? If it was, I'll stick with TV until somebody comes along that knows how to run a race instead of a farce.

On the bright side I would like to say that I like the paper fine.

Keep up the good work as it is nice to finally live in an area that has weekly racing news.

Roger Bevens
Orange, Calif.

Short Track Champ'ship This Sunday

The California State Short Track Championship race which has been rained out for the past three weeks has been rescheduled for Sunday, Nov. 29, at Orange County Speedway. The event will be run as the Bob Skibsted Memorial Race with the entire purse, plus five per cent of the gate going to the Skibsted Fund.

Hundreds of dollars worth of give-a-way prizes donated by dealers, distributors, and manufacturers will help make this the year's biggest race at Orange County Speedway.

All the top stars of Southern California short track competition will be on hand to battle for the win in their respective classes. 50cc, 100cc, 250cc, and JAP crowns will be at stake.

The current point leaders in these classes, Dave Smith (50), Gary Calkins (100), Steve Scott (250) and Jack Kerzman (JAP), will be there to protect their lead from the challengers and try for the ACA State Championship. Other riders trying to upset the favorites will be Mike Clancy, Steve Mitzner, Tommy Bannon, Butch Landguth, Jim Jones, Eddie Wirth, and Swede Savage.

The Skibsted Fund is lacking in its goal and a large turnout for this, the last race of the season, will give the Fund a much needed boost.

The pit gate opens at 11 a.m. and racing begins at 1:30 in the afternoon. The Speedway may be reached by taking the Laguna Canyon offramp off Santa Ana Freeway and making a left turn on Valencia. Follow Valencia three miles to the track.

One year's subscription to the Motorcycle Journal for every individual $10 donation to the Bob Skibsted Memorial Fund.

1st Professional

Triumph Photo Contest Winners Announced: Receive Cash Prizes

Awards for prize winning entries in the 1964 Motorcycle Photo Contest sponsored by Triumph-Baltimore have been distributed. Winners in both professional and amateur class were greeted by checks in the mail for their effort in shooting Triumph Motorcycles at their best.

Following is a complete list of winners: In the Professional Class--First prize was captured by Rich Kochel of Reading, Pa., second prize won by Ray Hauck of Sanger, Calif.; and third prize won by T. G. Whidden of Springfield, Mass.

Consolations were by Robert Myers of Wheaton, Md. and John Baker of San Diego, Calif.

In the Amateur Class--First prize was photographed by Winifred Lausen of N. Sacramento, Calif.; second prize caught by Joseph P. Martin of Cranford, N. J., and third prize won by Donald West of Lorain, Ohio.

Consolation was by Harry D. Eylar of Long Beach, Calif.

1st Amateur

In addition to the above, a special Employees' Award was given to Jack Mercer, Triumph's Great Lakes area field representative.

This yearly contest is growing in interest and is a good way to promote enthusiasm in the exciting and wonderful (sometimes nostalgic) aspects of motorcycling. The rules and date are usually announced in the early spring and will probably be repeated in 1965. The contest ends in August of the same year and this year's entries were greatly appreciated by the staff at the Triumph Corporation as an added effort in 'Putting the Best Wheel Forward' for motorcycling.

First Professional Prize photo won by Rich Kechel, Reading, Pa.--Photo features Triumph rider, Gary Nixon, #9, hitting the slot in an exciting first lap in the first turn at York, Pa., May 1964. Gary finished in 6th spot in National Point Standings.

First Amateur Prize photo won by Mrs. Winifred Lausen, N. Sacramento, Calif.--Photo expresses open trails joys of motorcycling. The beauty of the trail and wholesomeness of the sport is well exemplified by a Triumph Cub in one of its native habitats.

Raffle To Benefit Bob Skibsted Fund

Jack Van Wyck, owner of Anaheim Motor Center, 127 S. Manchester, Anaheim, announced this week that he has donated a daytona Metal Flake helmet to the Bob Skibsted Memorial Fund.

Van Wyck's idea is to raffle off the helmet late in December. Tickets for the drawing are available at his motorcycle store at one dollar each. The entire proceeds of the raffle will be given to the Skibsted fund.

SAY YOU SAW IT IN THE JOURNAL

Memorial Fund Contributions Hit Fantastic Low; Time Running Out

This past week witnessed the smallest amount of contributions to the Bob Skibsted Memorial Fund since its inception last September. Only $73 was collected and more than $300 was needed to maintain the weekly average necessary to reach the $5,000 goal set for Dec. 24.

Perhaps the recent cool weather spell 'cooled' the fervor motorcyclists were evidencing up to last week. Whatever it was, it must be overcome. The sport cannot tolerate a failure in this fund drive.

Many cyclists have asked why should contributions be made at all. The answer is simple...the money is needed, in a way, but most of all, it is lending a helping hand when he presented himself at motorcycle meets, filling a gap on the starting line. He brought entertainment to the many who filled the stands at Ascot Park and at other motorcycle races. He did his part and he did it with dignity. He paid the price...the supreme price...and in comparison, we have paid very little.

There are a large number of motorcycle clubs in Southern California who have not taken up a collection for the Skibsted fund. Quite a few have, but too many haven't. Why? Surely each club could find some way to raise at least $10 among its members.

Then there are a number of motorcycle stores who have not sent in a contribution. The same goes for manufacturers and distributors. It does seem rather unreasonable that a few dollars cannot be raised from organizations that have a number of people associated with them.

Time is running out, and after this week, there remains only four more weeks to the final day of the drive. Will the Bob Skibsted Memorial Fund prove to be a lost cause? Will motorcyclists fail in upholding the integrity of the sport? Will the sport acknowledge failure?

The answer depends on each and every follower of motorcycling.

The Motorcycle Journal, in keeping with its pledge to the memorial fund, will give one year's free

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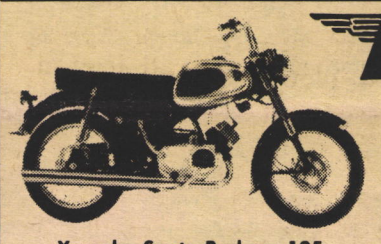
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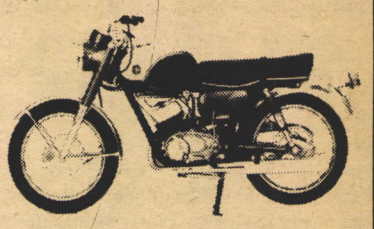
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Yamaha dealers prepare to deplane to Japan from Los Angeles.

'Little Honda' Lyric Nears Head of Music World Lists

Success begets success, and Honda's popularity in the transportation field, which is making the lightweight cycle a part of Americana, has carried over into the music world.

'Little Honda' written by Brian Wilson and Mike Love, is rapidly zooming to the top of the record lists on three wheels instead of the traditional two.

That's the number oc major labels on which the 'Little Honda' is being played across the country.

First to put the song on wax were the Beach Boys, on their 'All Summer Long' LP album for Capitol.

Next to get on board the 'Little Honda' were the Hondells, and their Mercury label single is a smash hit.

Pat Boone joined the list with a single on Dot, with 'Beach Girl' on the flip side.

And the Beach Boys, who launched Honda's dynamic entrance into the musical world, are now including 'Little Honda' as part of a EP 45.

Japan Tour Enjoyed By Forty Yamaha Dealers

Representatives of 40 Yamaha dealers departed Los Angeles aboard a Japan Air Lines Boeing 707 at 8 a.m., Nov. 6 for a two-week visit to Japan.

They were to enjoy a weekend in Tokyo and then go by train to the Yamaha factory in Hamamatsu. They spent three to four days visiting the Yamaha Motor Factory as well as the Piano and Musical Instrument Plants.

The tour included a day in Toba and a tour of Pearl Island. They spent a day in Kyoto and a further tour of Tokyo, including a day of independent activities. The dealers stayed over for a day in Honolulu on the return trip.

All expenses of the tour were paid by Yamaha International Corporation and the Yamaha Motor Company, Ltd. The forty dealers were being rewarded for the tremendous jobs they did in selling Yamaha Sportcycles during the 1964 season. A relaxing Holiday in Japan was Yamaha's way of saying 'thank you'.

Rider Loses Tool Box

John Rice lost a gray toolbox at the Corriganville Grand Prix this weekend. During the racing Sunday, he left it in the pit area.

Anyone finding it may contact him at (Long Beach) 423-1433 during the day. Evenings and weekends he can be reached at 423-0069.

RBMC Schedule T.T. Scrambles At Perris

The Riverside Bombers MC will hold a T. T. Scrambles at Perris Sunday, Dec. 13. All lightweights will run from 9:00 AM to 12 Noon.

Amateur and Expert Heavyweights from 12 Noon to 2:00 P.M. and all Novices from 2:00 P.M. ad infinidum.

The point run event requires Class 'C' equipment and $2.25 total entry fee. No engines started before 8:00 AM.

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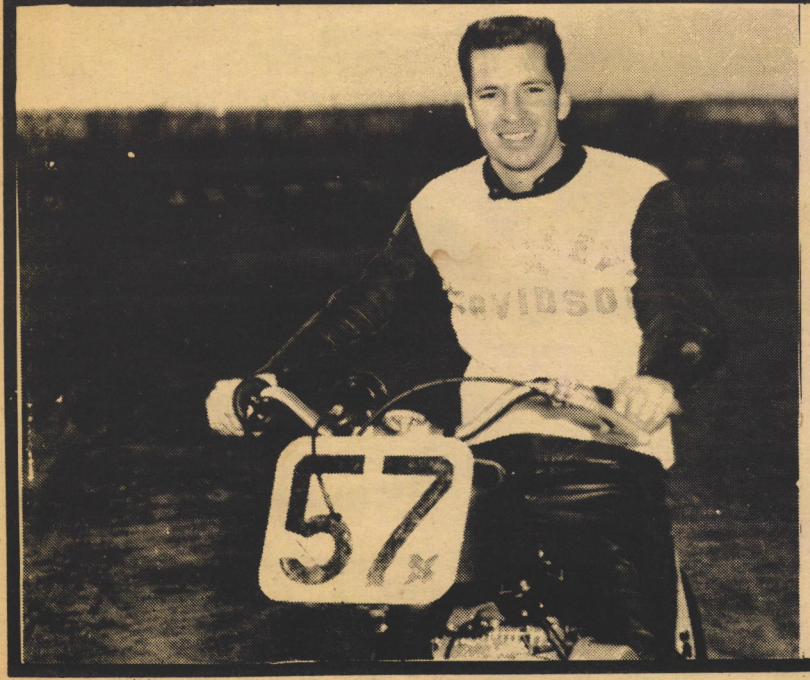

Bob Skibsted Memorial Fund

Entire Proceeds Will Go To His Wife and Two Children

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Continued from Page 5

subscription to every person who contributes $10 or more to the fund. This way, donors will not only be giving, they will be receiving.

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Gears For Record Sales

LOS ANGELES--Sales of American Honda Motor Co., Inc. for 1964 will surpass all previous records for motorcycle sales in the United States, K. Okumoto, general manager, has disclosed.

Okumoto told the Honda national sales meeting that the projection of sales through the remainder of 1964 indicates a tremendous gain over 1963's record Honda sales figure.

In attendance were members of the American Honda executive committee, department heads and 30 Honda district and regional sales managers from throughout the United States.

H. Nakamura, national sales manager, joined Okumoto in conducting the conclave, which also featured introduction of several new products.

Dewey Hatcher	10.00
Chuck & Carol Alexander	10.00
Mr. & Mrs. Ed Padgett	5.00
Orange County MC	25.00
Anonymous	1.00
Larry P. Murphy	10.00
Anonymous	50.00
Preston Petty	30.00
Anonymous	10.00
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Anonymous	2.00
Kenneth Knowles	10.00
Butler & Smith, Inc.	10.00
Bates Industries	100.00
Mr. & Mrs. W. T. Wesson	10.00
Montesa Motors	10.00
George & Russ Darnell	5.00
Ontario Air Parts	10.00
Richard H. Pearson	10.00
Midway Cycle	3.00
Kizziar's Sunrise Suzuki	10.00
Don Makela	20.00
Lemar Cycle Center	25.00
Mr., Mrs. William T. Heins	10.00
Val's Motorcycle Shop	5.00
Total as of Nov. 20	$3,120.61

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15—Motorcycles Wanted
16—Motorcycles For Sale

1—Announcements

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16—Motorcycles For Sale

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1—Announcements

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Southern California Trials Association Adopts New Regulations for Trials Meets

A new set of rules and regulations controlling trials competition has been drawn up by the Southern California Trials Association.

This group organizes and conducts monthly trials meets which are open to motorcyclists on all types of machines.

The growing popularity of this precise sport has become so great that the Association decided that a good, understandable set of rules was needed. Below are some of the regulations governing the activities of the trials association:

Scoring is accounted for by the following: No points lost: clear through with no penalties. One point lost: touching one foot down; touching lime with one wheel. Three points lost: more than one foot down; one foot down and touching lime with wheel; touching lime twice with wheels; dragging foot. Five points lost: stopping with foot down; dropping machine; going out of boundary; forward motion stopped while leaning against an object such as a tree, log, or bank with either machine or rider touching object; failure to ride the trap or refusing to ride the trap.

Scoring starts when front axle enters trap and ends when front axle leaves the trap. The rider will be disqualified for changing machines during the trials. The rider must proceed from one trap to the next and not ride the same trap twice in a row. Scoring by the checkers is final and protests will be handled by the rules committee.

There will be no 'Hot-Dogging' from one trap to the next. Remember that spectators and children are in the area and someone may get hurt. All persons ride at their own risk. The So. Calif. Trials Assn. will not be held responsible for injuries or damage.

Do not cause soil erosion by riding up and down the side of the banks. All trash will be hauled away when you leave. Silencers are mandatory. Results will be mailed to all riders and trophy winners can pick up their trophies at the next scheduled trials.

Classes are divided into four main groups as follows: Expert: all bike sizes. Amateur Heavyweight: above 250cc. Amateur Lightweight: 250cc and below. Amateur ultra-lightweight: 100cc and below.

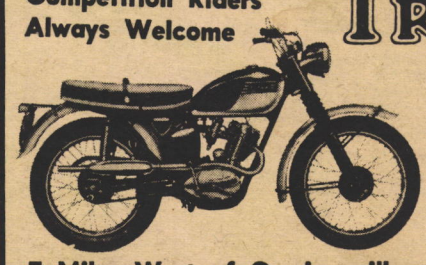
Promotion to Expert as follows: First place finish: three points. Second place finish: two points. Third place finish: one point. Ten points transfers rider to Expert class. Promotion to Expert is graded only if trophy is awarded to the rider.

Trophies are awarded as follows: One trophy per six riders in each class. Persons helping with the checking will be awarded a trophy. Two perpetual trophies in the Expert class are awarded to the riders who display exceptional riding ability and obtain the highest point standing for the entire year. These trophies are donated by H & J Woodcraft, located at 132½ East Alondra, Gardena, Calif.

In the event of a tie in score, the winner is determined by the most sections ridden with no penalties. If both the score and clean rides are equal, then it will be decided by the Trial's Assn. if a rideoff to break the tie is necessary. Usually riders are consulted as to their preference in this case. If a rideoff is decided, then three sections from the trials will be ridden in reverse. If the tie is still not broken then three more sections or new sections shall be chosen and so on until tie is broken.

Appreciation is extended to the following shops for their support and trophy donations to the trials. Norm Reeves Motorcycles, Lawndale Cycle, Norm Best Motors, Bill Landefeld Cycles, Hockie's Cycle, H & J Woodcraft.

Competition Riders Always Welcome



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